

# Flight

A Journal devoted to the Interests, Practice, and Progress of  
Aerial Locomotion and Transport.

OFFICIAL ORGAN OF THE AERO CLUB OF THE UNITED KINGDOM.

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## ON THE OFFERING OF PRIZES.

THE latest, and characteristically handsome, prize for performances with flying machines that has been offered by the *Daily Mail*, brings the whole question of prize-giving in this connection to the fore, more especially in view of the fact that the tremendous impetus which the movement will receive in a few months' time, when the first essays in actual flight shall begin to be made in these islands, will assuredly lead to a great number of generous and well-disposed persons coming forward with gifts designed to help the new science in the United Kingdom.

As we mention elsewhere, what we believe to be the first really complete catalogue of all the prizes that have already been offered at home and abroad is presented in tabular form to our readers this week. Therefrom can be seen at a glance the degree of encouragement which has been extended to aeronautic experimenters, and how far the pioneer flyers have been able to take advantage of the practical incentives offered to them. At present the British prize list is somewhat brief, although substantial. Even so, a glance at the conditions laid down in the majority of cases reveals that there is no great likelihood of the sum being claimed for quite a while. Moreover, as though there were not enough awards of a general sort already awaiting to be won abroad, the bulk of the schemes put forward by British donors do not touch the root of the matter in that the conditions do not expressly limit the competitors to the use of British-built machines.

In the cause of patriotism it is essential that the utmost possible encouragement be held out to British designers and builders. It would be a safe policy for the generous among our fellow countrymen to adopt for the next few years, at any rate, if the prizes they will be offering expressly limit competitors to the use of home-designed and made machines. For one thing, there are already a fair number of very handsome prizes to be competed for internationally in these islands; for another, the long lead that other countries have got of us in this matter, together with the ordinary course of commercial development, will ensure that foreign products will be in evidence among us in plenty from this summer forward. Let us use such an inevitable occurrence as well to employ the best that other countries can furnish us withal as to spur on our own inventors and makers. But we should be defeating that aim in part if the previous policy of offering our prizes for international competition be longer adhered to in the present backward state of our native experiments, because of a certainty that with their present equipments all the plums would go to machines designed by foreigners, and that would tend to utterly discourage native talent from appearing in a style of competition for which admittedly it is not yet ripe. Let us foster it for a few years before expecting it to face the might of the best that can be produced elsewhere. For this reason we congratulate the *Daily Mail* on its sound judgment in seizing the opportunity to offer a prize of such an eminently practical sort that if a machine can fly at all, and is in any sense manageable, it can win the award, which, happily, has been so conditioned that, in place of no useful purpose being served by allowing foreign machines that have already proven themselves capable of making better performances than are required to compete, the test will become the means of revealing the best that can be done by British designers and builders. This is exactly as it should be. We want to bring our native talent into the limelight. The fact that, incidentally, the process will put the quietus on many givers of vaunts and will sort the talkers from the performers is precisely what is needed. At present the general public not unnaturally regards claimants to the powers of human flight to be more or less of idle vapourers, because the only possible type of convincing argument has not been forthcoming, namely, ocular demonstration. They think there is something in the proposition of mechanical aerial locomotion as exploited by a handful of foreign investigators merely because those men have publicly and repeatedly flown. In this country that delectable consummation is yet something that the future has to unfold. Flutterings, chiefly with involuntary endings, will not figure in history as real flights. The *Daily Mail* prize

aims at the first stage of sorting the flutterers from the flyers. When its prize shall have been won—and the date cannot be far distant—it will be needful that the next stage of encouragement should be already prepared.

It is plain that the newest prize will greatly help the British builders of flying machines. But a survey of the material that will surely be included in that available brings to mind the fact that there is a very big difference between the machine that is merely built in these islands, either in the shape of a more or less deliberate copy of or as embodying a combination of sundry features that have been exploited in the design of practical foreign flying machines. Therefore an obvious line of development for yet another big prize to encourage the British investigator is to draw up regulations in connection with a gift whereby only home-made machines that are designed on lines wholly differing from those that have been proved practicable in existing foreign types of aircraft will be available for competition. The conditions as to the performance in connection with such a prize might well be made easier even than the simple ones laid down in the *Daily Mail* offer, for we must learn to go forward cautiously and gradually. From a perusal of the eminently simple regulations framed for the £1,000 prize, it seems that the chances are at least fifty in the hundred that the handsome award will be secured by some machine that is either a copy of non-patentable features that have been exploited abroad already with reasonably successful results, or that a selection and combination of many approved foreign features will constitute the winning apparatus. That is perfectly



## PRIZES FOR FLIGHT.

THERE has been no more extraordinary feature about the development of flight than the wonderful support which it has received from patrons of sport in France. Everywhere there has been the most encouraging response to the least efforts of the various bodies which have been formed to encourage aviation, and equally numerous have been the spontaneous offers of more wealthy individuals and great firms. There is the most generous gift of £600 per annum for ten years by the famous Michelin firm, the first instalment of which has been secured by Wilbur Wright, and a similarly munificent half-yearly prize of 7,500 francs from the well-known Maison Pommery of champagne fame, to mention only two of the very largest windfalls which that country have placed within reach of aviators at the present day. There are innumerable other smaller prizes, and indeed the Ligue National Aerienne alone have secured upwards of 40 individual donations of 1,000 francs each to form separate prizes bearing the donor's name. No wonder that flight flourishes in France; indeed, the difficulty is almost to know what prize to go for next. In England there is the munificent offer of £10,000 from the *Daily Mail*, their £1,000 referred to above, the seven prizes of the Aero Club of the United Kingdom, and the British Michelin prize of £3,000.

The prizes have been founded with such rapidity and in such numbers that it has been most difficult to keep a record of them, and no one has hitherto had time and patience to publish a comprehensive list. This, however, we have now endeavoured to achieve for the benefit of our readers, and the accompanying list is, we believe, a complete record of the prizes which have been offered. Information in regard to any omissions

reasonable as far as it goes; but no proof has yet been afforded that all the possible ways in which flying machines can be designed and built have been exploited. Therefore, as those who have found the present means will naturally continue to develop logically along their respective lines of investigation, it seems needful to devise ways of fostering experiments on original lines. There is no reason to suppose that in the fulness of time there should not be evolved as many varieties of practical flying machines as there are of water craft, or, in another kind, of vehicles for land locomotion. Hence our argument in favour of rather fostering original lines of investigation than of accepting without question the notion that whatever practical achievement is to come must inevitably be in the nature of mere conventional developments along already familiar lines.

These thoughts are not idle, but worthy to be pondered by those who take a part in these matters, and who will accordingly appreciate how soon the first mechanical flights will begin to be made in Britain; and we may judge of the great impetus that such a revelation of the actuality of the thing must undoubtedly exercise on the public at large. Things that happen abroad can never stir the imagination or awaken the degree of interest that attaches to whatever happens at home; hence our home public yet remains to realise what the actuality of human power flight amounts to. Let them once do so, and the path of the pioneer will become a way delightful to follow in spite of whatever toil, disappointment or sacrifice it may fall to the lot of the individual to make in the quest of a grand cause.

or further details will be welcomed by the editor. In order to make it as useful as possible, we have grouped the various prizes under different sections according to what appears to us to be the essential feature of their conditions. Prizes for flights which are measured by distance are naturally the most numerous, but among such there are certain essential distinctions. In some cases the donors have specified that the aviator must return to the spot whence he started, or in other words, must effect a circular flight over what has come to be termed a "closed circuit." In other cases it is specified that the flights must be made across country, or the starting point and destination have been specified, which comes to the same thing. Less frequently there have been prizes offered for distance flights irrespective of the nature of the course over which they are flown. There are three prizes still open for crossing the Channel, and there are prizes still open for heights and duration. In a number of instances prizes have been offered without any specification of the conditions, and these for the time being must, of course, be placed in the miscellaneous group.

Our table, it will be found, gives the title and donor of the prize, its value to the winner, and the leading conditions for winning it. Further details will be found in the references (volume and page) to the *The Automotor Journal* and *FLIGHT*. In the column headed "Control" will be found the name of the Society entrusted with the organisation of the event, and in the adjacent column is the date when the competition closes. In order that the table may form a record of the past as well as of the present, those prizes already won have been included, and the names of the winners are given in the table.

## PRIZES FOR FLIGHT.

ABBREVIATIONS (References are to Vols. and pages where full details may be found).

A. = "Automotor Journal."	Ae.C.N. = Nice Aero Club.	L.M.A. = Ligue Meridionale Aerienne.
F. = FLIGHT.	Ae.C.l.O. = Aero Club de l'Oise.	L.N. = Ligue Nationale Aerienne.
<b>Control.</b>		
A.C.F. = Automobile Club de France.	Ae.C.S.O. = Aero Club de Sud Ouest.	M.I.S.C. = Monaco International Sporting Club.
Ae.C. = Aero Club of the United Kingdom.	Ae.C.V. = Aero Club of Vichy.	S.Ae.C. = Aero Club de Sarthe.
Ae.C.A. = Aero Club of America.	B.Ae.C. = Bavarian Aero Club.	S.E.A. = Société d'Encouragement à l'Aviation.
Ae.C.F. = Aero Club of France.	Be.Ae.C. = Belgian Aero Club.	
	F.A.I. = Federation Aeronautique International.	

Title and Donor.	Prize.	Details and References.	Control.	Closes.	Winner and References.
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## RACES (Flights to take place on a Specified Date).

1 kilom. (L.N.)	1,000 fr.	3 prizes. 1 kilom. out and back. Owners only (French). On Dec. 3, '08, Feb. 3, '09, and April 3, '09 (A., xiii, 1456)	L.N.		
20 kilom. (L.N.)	20,000 fr.	French aviators. At Savigny-sur-Orge. Each competitor allowed 3 flights (A., xiii, 1500)	L.N.		
Compiègne-Paris (Ae.C. l.O.)	—	Proposed. One halt (A., xiii, 1544) ... ... ...	Ae.C.l.O.	1909	
Pau-Biarritz	20,000 fr.	Proposed. Pau to Biarritz and back. Municipal control (A., xiii, 1544)			
Ostend-Paris (Kursaal)	£8,000	Airships and aeroplanes. Open any Sunday in any August (A., xii, 23)			
Bordeaux-Paris ("L'Auto")	12,000 fr.	Proposed. 592 kiloms. in five daily stages; F.A.I. rules (A., xiii, 1500, 1544)	"L'Auto"	1910	
Angers - Saumur - Angers Cup, prize (Anjou Cup)		Proposed by Anjou Central Committee; 90 kiloms. along banks of Loire. Owners only. For the Grand Prix week (A., xiii, 1573, 1606; xiv, 75, 134, 218. F., i, 40, 65, 92, 106)	Ae.C.F. & Ae.C.l.O.	Sept., '09	
Grand Prix (Ae.C.F.)	100,000 fr.	Proposed 3-day meeting (A., xiii, 1414, 1500) ... ...	Ae.C.F.	1909	
Monaco-Cap Martin	100,000 fr.	3 flights, between 10 a.m. and 5 p.m., each on a different day, between Jan. 24 and April 23, '09. 1st prize, 75,000 fr.; 2nd, 15,000 fr.; 3rd, 10,000 fr. Entries closed Mar. 15, '09 (A., xiii, 1456, 1499, 1665; xiv, 75, 104, 132, 280. F., i, 40, 52, 62, 132)	M.I.S.C.	—, '09	
Brescia Circuit (Ae.C.I.)	100,000 fr.	Course of 10 kiloms. to be covered 10 times (A., xiii, 1500, 1573; xiv., 45. F., i., 26, 199)	Ae.C.F.	Sept., '09	
Grand Prix (Auto.C.F.)	200,000 fr.	Proposed for 1909 (A., xiii, 1574)	—	1909	
200 metres	—	Proposed for Dec. 8, '08 (A., xii, 1516)	—	Oct. 1, '09	Lapsed unwon.
Brussels-Ostend (Dernier Heure)	10,000 fr.	Aviator making record flight from Brussels to Ostend and back, or equivalent distance in Belgium, between Aug. 15 and Oct. 1, '09 (A., xiii, 1633, 1663)			
Gordon-Bennett (Ae. C.F.)	Cup, prizes	Cup value 12,500 fr. and 3 money prizes of 25,000 fr. each, for 1909, 1910, and 1911 respectively. Winner to complete specified course; if more than one completes, cup to go to competitor finishing in quickest time (A., xiii, 1638; xiv, 218. F., i, 131)	F.A.I. & S.E.A.	1911	
Bagatelle - St. Adresse (Dufayel)	20,000 fr.	4 prizes; 10,000, 5,000, 3,000, 2,000 fr. for 1st, 2nd, 3rd, and 4th in race, on July 18, '09. 5,000 fr. extra if winner carries a lady passenger (A., xiv, 15. F., i, 4)	A.C.F.		
Two o'clock Prize (L.N.)	1,000 fr.	Start at 2 p.m., Jan. 3, '09, finish 2.5 p.m. Winner to fly max. distance in the 5 mins. (A., xiv, 1456)	L.N.	Jan. 3, '09	Lapsed unwon.
Prix Commission Sportive	10,000 fr.	Aeroplanes and airships not exceeding 1,200 cub. metres. Distance not to exceed 170 kiloms. across country (A., xiv., 45. F., i, 26)	Ae.C.		
Argentina	£8,000	Proposed Grand Prix Aviation Race (A., xiv, 135. F., i, 65)	—		

## DISTANCE PRIZES (Flights may be made over any Course).

25 metres (Archdeacon)	Cup	"Archdeacon Cup." Won by Santos Dumont (A., xi, 1420, 1453); Farman (A., xii, 1532); Delagrange (A., xiii, 529)	Ae.C.F.	—	
200 metres (Ae.C.F.)	200 fr.	3 prizes and medals for the first three aeroplanes to fly 200 metres (A., xiii, 141). Won by Delagrange (A., xiii, 428); Bleriot (A., xiii, 903); Chateau (Pelterie) (A., xiii, 1572)	Ae.C.F.	—	
1 mile ("Daily Graphic")	—	To be flown at Brooklands (A., xii, 85; xiii, 78) ... ...	—	July 31, '08	
1 mile ("Daily Mail")	£1,000	All-British flyer and pilot (F. i, 226) ... ...	—	April 6, '10	Lapsed unwon.
"5 minute" (L.N.)	1,000 fr.	3 prizes for those who fly the longest distance in a duration of 5 mins. before Jan. 3, Mar. 3, May 3, '09. Open to French owners only, who must pilot their own machines (A., xiii, 1456)	L.N.		
"Petite Gironde 1,000 fr. Prize"	1,000 fr.	1st Frenchman to double W. Wright's record as it stands at the time the attempt is made (A., xiii, 1210)	L.N.		
"Triaca"	500 fr.	Max. flight by Aero Club of France and American Aero Club. Members only (A., xiii, 79)	Ae.C.F.	Dec. 31, '08	W. Wright (A., xiv, 191. F., i, 92)
"Hector Passega"	1,000 fr.	1st aviator who beats, in France, the records for distance held by W. Wright (A., xiii, 1663)	L.N.		
Belgian Kilom. Medal	Medal	Awarded by Belgian Aero Club to all Belgians who fly a straight kilom. in Belgium during '09 (A., xiii, 1693)	Be. Ae.C.		

250 metres (Ae.C.F.) ...	200 fr.	3 prizes and medals for beginners who fly 250 metres (A., xiii, 1692). Won by Count de Lambert, P. Tissandier, and Demanest	Ae.C.F.		
150 metres (Ae.C.F.) ...	—	... ... ... ... ...	L.N.	—	H. Farman (A., xiii, 1531)
"L.M.A." Prize ...	1,000 fr.	1st aviator who flies 100 metres in Gironde country (A., xiv, 104. F., i, 52)	L.M.A.		
500 metres ("Aeronautics")	50 dols.	4 prizes for 1st pilots flying 500 metres in the presence of responsible witnesses. Competitors must not yet have flown this distance (A., xiv, 135. F., i, 65)			
<b>ANNUAL.</b>					
"Car" Trophy (Lord Montagu)	—	To be held for the ensuing year by the aviator who flies the max. distance in the United Kingdom (A., xii, 87)	—	Perpetual	
"Scientific American" Trophy	—	Progressive conditions (A., xii, 1384) ...	—	Perpetual	"June Bug" (A., xiii, 1001)

**CIRCUIT DISTANCE PRIZES (Circular Flights, i.e., made over a "Closed Circuit").**

1 kilom. (Deutsch-Archdeacon)	50,000 fr.	1st "Grand Prix d'Aviation," founded Oct., '04, by MM. Deutsch and Archdeacon, to remain open 5 years (A., ix, 1194; xi, 73)	Ae.C.F.	Sept. 30, '09	H. Farman (A., xiii, 79)
$\frac{1}{2}$ mile ("Daily Mail") ...	£100	(A., xii, 1743.) Was awarded to H. Farman for winning the 1st Grand Prix	Ae.C.	—	H. Farman (A., xiii, 116)
Montefiore Prize ...	2,500 fr.	For the aviator holding the distance record on June 30, '08. Min. distance eligible = 5 kiloms (A., xiii, 559)	Ae.C.F.		
Prix de la Commission (Ae.C.F.)	5,000 fr.	For the aviator holding the distance record on Sept. 30, '08; such distance to be at least twice the record established for the Montefiore Prize (A., xiii, 559)	Ae.C.F.	Sept. 30, '09	W. Wright (A., xiii, 1332)
Brooklands (B.A.R.C.) ...	£2,500	1st aviator to fly at 30 to 50 ft. high round the track ...	—	—	Lapsed unwon.
Cie. d'Aviation Prize ...	1,000 fr.	1st lady aviator to fly a circular kilom. (A., xiii, 1273) ...	L.N.		
1 kilom. (L.N.) ...	1,000 fr.	4 prizes for French owners who fly a circular kilom. on their own machines, and who have not yet won a prize valued at least 1,000 fr. (A., xiii, 1456)	L.N.		
Siot-Decauville Trophy ...	Trophy	1st army officer to accomplish circular kilom. on his own machine (A., xiii, 1456)	L.N.		
Poignant Prize ...	1,000 fr.	1st aviator who flies a circular distance of 100 kiloms. in less than 1 hour (A., xiii, 1663)	L.N.	—	
Michelin Prize ...	20,000 fr.	10 annual prizes of 20,000 fr. each for aviator holding record distance flight on Dec. 31 each year (A., xiii, 353, 529)	Ac.C.F.	Jan. 1, '18	W. Wright (A., xiv, 43).
Deutsch Prize ...	20,000 fr.	3 annual prizes of 20,000 fr. each for a return flight over a 100 kiloms. straight course. Distance = 200 kiloms.			
Paris and Seine Prizes ...	20,000 fr.	Flight of 10 kiloms. over specified course at Vincennes or Issy, to be accomplished in less than 5 mins. Offered by Paris Municipal Council and Seine General Council (A., xiii, 1545, 1546; xiv, 191. F., i, 92)	L.N.	1909	
British Michelin Cup ...	Cup and £500	5 annual prizes of £500 each for aviator who, before sunset, Mar. 31 each year, shall have flown greatest distance in United Kingdom. Distance each year to be double that flown by previous holder. (F., i, 187)	Ae.C.		
Aero Club (U.K.) Prizes	£25	4 prizes of £25 each for 1st four flights of 250 yds. at Shell-beach. (F., i, 212)	Ae.C.		
Aero Club (U.K.) Prizes	£50	3 prizes of £50 each for 1st three flights of 1 mile over closed circuit at Shellbeach. (F., i, 212)	Ae.C.		
Ormond-Daytona Prize ...	500 dols.	For flight of 1 mile on Florida Beach. (F., i, 145)	—	Mar. '09	Lapsed unwon.
<b>ANNUAL.</b>					
Salomons Cup ...	—	(A., xi, 290) ...	Ae.C.	Perpetual	
Michelin Trophy ...	10,000 fr.	Trophy, value £400, held for the year by the winner of the current Michelin Prize (A., xiii, 353, 529)	Ac.C.F.	Jan. 1, '18	
Deutsch Trophy ...	10,000 fr.	Trophy, value 10,000 fr., held by the Club winning the Deutsch Prize	—	Perpetual	

**CROSS-COUNTRY PRIZES (Flights must be made Across Country).**

London - Manchester ("Daily Mail")	£10,000	1st aeroplane to accomplish journey, about 185 miles, with 2 halts (A., xi, 1555; xii, 1181. F., i, 39)		
London - Manchester (Dumont)	£40	Medal for winner, presented by Santos Dumont (A., xi, 1560)		
London - Manchester (Montagu)	£1,000	Payable at the rate of £5 per mile for 1st attempt exceeding 25 miles (A., xi, 1608)		
London - Manchester (Adams Mfg. Co.)	£2,000	For winner if his machine is British built and has an Antoinette engine (A., xi, 1608)		
London - Manchester ("Autocar")	£500	For winner if he uses a British-built engine (A., xi, 1608)		
London - Manchester (Griffiths)	Cup	Winner to hold this challenge cup for ensuing year; presented by J. Norton Griffiths (A., xi, 1608)		
Milan-Turin ("Gazetta della Sport")	15,000 fr.	1st aviator to fly from Milan to Turin. Distance about 80 miles (A., xiii, 1606)		
Chalons-Issy (Falco) ...	10,000 fr.	1st aviator to fly from camp at Chalons to Issy parade ground. Distance about 180 kiloms. (A., xiii, 1456)	L.N.	

"Petite Gironde 10,000 fr. Prize"	10,000 fr.	1st aviator who flies from la place des Quinconces, Bordeaux, round the Cenon church tower. Circuit distance about 7 kiloms. (A., xiii, 1500)	Ae.C.S.O.		
Over Paris ("L'Auto")	12,000 fr.	1st aviator who follows a specified route over Paris between 10 a.m. and 3 p.m. Aviators must previously have accomplished 20 kiloms. flight certified by Ae.C.F., 100 fr. entry (A., xiii, 1358)			
Goupy Prize ...	1,000 fr.	For the aviator who has flown the longest distance in a straight line at min. speed of 40 k.p.h. on Jan. 3, '09 (A., xiii, 1456)	L.N.	Jan. 3, '09	W. Wright.
Pommery Prize ...	7,500 fr.	Half-yearly prize for the holder of the record in straight line flight. Winner holds 50,000 fr. Cup for ensuing 6 months. Cup becomes property of the first aviator who flies 1,000 kiloms. in 5 hours within 3 years (A., xiii, 1500; xiv, 135. F., i, 66)	L.N.	1911	
"La Nature" Prize ...	10,000 fr.	1st aviator who flies 100 kiloms. in 2 hours and lands within 5 kiloms. of his destination (A., xiii, 1456. F., i, 185)	L.N.		
Arnoux Prize ...	1,000 fr.	1st aeroplane capable of flying a distance of 1 kilom. along a national road flanked by trees (A., xiii, 1456)	L.N.		
Over Paris (Falize)	3,000 fr.	1st aviator to fly from the Invalides round the Vendome column, the Arc de Triomphe, and land at the Invalides (A., xiii, 1456; xiv, 104. F., i, 52)	L.N.		
Rabourdin Prize ...	1,000 fr.	For the French aviator who holds the record of straight line flight on Oct. 31, '09 (A., xiii, 1663)	L.N.	Oct. 31, '09	
Bagnères-Soulé ...	10,000 fr.	1st aviator to fly from summit of Pic du Midi de Bigorre to town of Bagnères (A., xiii, 1632)	L.N.		
Mechanics' Prize ...	Subscription	For the mechanic who times up the 1st aeroplane which flies 100 kiloms. from one town to another (A., xiii, 1693)			
Lörtet Prize ...	3,400 fr.*	*1 kilog. ingot of gold to first aviator who flies from Tarbes and descends on M. Lagard's property, 10 kiloms. away (A., xiv, 16. F., i, 5)			
Morsang Sur Orge Prize	Plot of ground	For the aviator who lands within 50 metres of the plot of ground (situated on the Boulevard Beausejour) after flying 20 kiloms. across country, from any starting point. (A., xiv, 162. F., i, 68, 80)	Ae.C.F.		
"New York World" Prize	£2,000 (10,000 dols.)	1st aviator to travel up the course of the Hudson River between New York and Albany. Distance 142 miles. If more than one competitor finish, prize will be awarded to aviator making fastest time (A., xiv, 163. F., i, 80, 90)	Ae.C.A.	Oct., '09	
Madame Ch. Claudel Prize	1,000 fr.	For the 1st aviator to fly specified course over river at Rouen, and return to starting point (F., i, 120)	L.N.		
Frankfort - Schveningen Prize	2,000 florins	For the 1st aviator to fly from grounds of Frankfort Exhibition to Schveningen (F., i, 134)			
Opel Prize ...	£1,000	For 1st German aviator to fly in less than 1 hour from Frankfort to Russelsheim and back, making a descent at latter place (F., i, 145)	—	Oct., '09	

## CROSS-CHANNEL PRIZES.

"Daily Mail" ...	£500	1st aeroplane to cross in either direction between sunrise and sunset during 1908 (A., xiii, 1332, 1358)	—	Dec. 31, '08	Lapsed unwon, and re-created.
"Daily Mail" ...	£1,000	Established when the 1908 prize lapsed; open during 1909 (A., xiv, 45. F., i, 26)	—	Dec. 31, '09	
Ruinart ...	£500	1st aeroplane to cross. Attempts may be made only on 2nd and 4th Saturdays and Sundays in each month (A., xi, 1664; xiii, 1545)	—	Jan. 1, '10	
Deutsch ...	25,000 fr.	1st aeroplane or airship to cross with Col. Renard as passenger. Any starting point in France; airship must land at Aldershot, but aeroplane may descend on the coast (A., xiii, 971, 1249)			

## DURATION PRIZES (Aviators to remain Aloft for a Specified Time).

1/2 hour (Armengaud) ...	10,000 fr.	Aeronaut to remain in the air for 15 mins. (offered by M. Jeune Armengaud) (A., xiii, 79, 141)	Ae.C.F.	—	H. Farman (A., xiii, 936)
10 mins. (Gans) ...	10,000 mk.	Best flight of 10 mins. duration above selected spot. Sports Committee of Munich Exhibition. Between May 1, '08, and May 9, '09 (International) (A., xiii, 208)	B.Ae.C.	May 5, '09	
"Touche à Tout" Prize	1,000 fr.	1st French aviator to remain for 1 hour in the air ...	L.N.		

## HEIGHT PRIZES (Flights to be made at Specified Altitudes).

"Prix de la Hauteur" (Ae.C.F.)	2,500 fr.	1st aeroplane to jump over a row of balloons 25 metres from ground. Entry fee 25 fr. (A., xiii, 428, 559)	Ae.C.F.	—	H. Farman (A., xiii, 1453). W. Wright (A., xiii, 1572)
30 Metres Prize (S.Ae.C.)	1,000 fr.	1st to jump row of balloons at 30 metres from ground at Sarthe. If 30 metres altitude has been achieved elsewhere, balloons to ride 5 metres higher than the previous official record (A., xiii, 1273, 1358)	S.Ae.C.	—	W. Wright (A., xiii, 1543)
100 Metres Prize (S.Ae.C.)	1,000 fr.	1st to jump row of balloons at 100 metres from ground, within 20 kiloms. of Le Mans. Or 1½ times height of officially recorded flight elsewhere. Entry fee 25 fr. (A., xiii, 1543, 1573)	S.Ae.C.	—	W. Wright (A., xiii, 1690)
Weiller Prize ...	1,000 fr.	1st Frenchman to beat Wright's high flight record (A., xiii, 1456)	L.N.		

PASSENGER FLIGHT PRIZES (Aviators to be Accompanied by a Passenger).

Michelin Special Prize ...	100,000 fr.	1st aviator who carries a passenger from the department of the Seine or Seine et Oise to the Puy de Dome in 6 hours (A., xiii, 353)	Ae.C.F.	Jan. 1, '18
Bagatelle-St. Adresse ...	—	See Races.		

CONCOURS (Aeronautical Meetings, including Various Events).

Monaco ...	—	See Races.	L.N.	1909
Cannes ...	100,000 fr.	Proposed for Jan. 1, '09. Competition for aeroplanes and airships (A., xiii, 1545, 1606)	Ae.C.N.	
Nice ...	50,000 fr.	Proposed by the Nice Ae.C. (A., xiii, 1606; xiv, 134. F., i, 53, 65)	—	1911
Turin ...	100,000 li.	Proposed by Aero Section of International Exhibition (A., xiii, 54)	C.A.M.	1909
Grand Prix (Ae.C.F.) ...	—	See Races.		
Issy ...	1,000 fr.	Proposed meeting at Issy (A., xiv, 135, 162. F., i, 65, 80)		
Anjou ...	—	See Races.		
Rheims ...	160,000 fr.	Aviation week at Bétheny to be held in Aug. or Sept., and to include 5 events, as follows:—(1) Duration test, (2) 30 kiloms. speed race, (3) speed race over circular course, (4) high flight trial, (5) passenger flight trial (A., xiv, 136, 191, 218. F., i, 66, 80, 93, 106, 185)		
Santander ...	£1,700	Proposed for Aug. or Sept., 1909.	L.N.	
Douai Municipal Prize ...	20,000 fr.	For competition in Douai district (A., xiv, 280. F., i, 134, 212)	L.N.	July 18, '09

BRITISH PRIZES (Competitions restricted to the United Kingdom).

London-Manchester ...	£10,000	See Cross-Country.	L.N.	
Car Trophy ...	—	See Distance.		
Salomons Cup ...	—	See Circular Distance.		
"Daily Mail" ...	£1,000	See Distance.		
Michelin Cup ...	Cup and £500	See Circuit Distance.		
Aero Club ...	£25	See Circuit Distance.		
Aero Club ...	£50	See Circuit Distance.		

MISCELLANEOUS PRIZES.

Prix Bernard Dubos ...	2,000 fr.	17 prizes of 1,000 fr. each offered by Mme. Quinton, Mme. Jane Falco, Mme. Passega, "L'Eclair," Combe, Captain Berger, Charles Stern, Déjardin, De Caters, David Mennet, Comte St.-Macary, Scheurer-Kestner, Edmond Archdeacon, Roland Gosselin, Ernest de Fontaines, Elèves (Arts and Manufactures), Ville de Biarritz (A., xiii, 1663) ...	L.N.	L.N.
Michel Mahieu Prize ...	1,000 fr.	(A., xiii, 1663) ...	L.N.	
"La Prévoyance" Prize ...	1,000 fr.	(A., xiii, 1663). Cie d'Assurances "La Prévoyance" ...	L.N.	
Paul Crétien Prize ...	1,000 fr.	(A., xiii, 1663) ...	L.N.	
Baron Lagatinerie Prize ...	5,000 fr.	(A., xiii, 1633, 1663) ...	Ae.C.F.	
Soc. d'Encouragement's Cup ...	10,000 fr.	(A., xiii, 1663) ...	Ae.C.F.	
Ancient Elèves (Art et Métiers) Prize ...	2,000 fr.	For the first "old boy" who wins one of the L.N. prizes (A., xiii, 1692)	L.N.	
Ch. of Deputies Grant ...	100,000 fr.	To the Ae.C.F. (A. xiii, 1456).		
"La Vie Financier" ...	1,000 fr.	For the owner of smallest aeroplane in height and breadth capable of lifting him from the earth (A., xiii, 1456)	L.N.	
René Quinton Prize ...	10,000 fr.	For the 1st aviator who, having stopped his engine, keeps aloft for 5 minutes without descending more than 50 metres	L.N.	
Major Dollfus Prize ...	10,000 fr.	For the 1st kite which holds a man aloft at 200 metres for 1 hour. Conditions may be changed by the Tech. Committee of the L.N. with the consent of the donor.	L.N.	1912
Soulé Prize ...	2,000 fr.	For the 1st aviator to glide down the sloping side of a mountain, altitude of 500 metres (A., xiv, 16. F., i, 5)		
King Leopold of Belgium's Prize ...	£1,000	For best treatise on aerial navigation (A., xiv, 45. F., i, 26)	—	1909
Nice Model Trial ...	—	Proposed competition for aeroplane models coincident with Monaco Aeroplane Meeting (F., i, 25)	—	1909
Commission d'Aviation Prize ...	500 fr. and 200 fr.	For the maker of engine used on aeroplane which has achieved the record distance flight up to June 30, '09. Presented by MM. Larivière and R. Balsan (A., xiv, 75. F., i, 39)	C.d'A.	June 30, '09
American Prize (anonymous) ...	20,000 dol.	Given anonymously as prize fund for encouragement of aeronautics in America (A., xiv, 163. F., i, 81)	Ae.C.A.	
Santos Dumont Prize ...	4,000 fr.	Won by V. Beauclair (A., xiv, 191. F., i, 92). ...	Ae.C.F.	
Vichy Prize ...	10,000 fr.	For flying competition in the Vichy district (F., i, 92) ...	Ae.C.V.	
L.N. ...	1,000 fr.	Frenchmen only. Least push-off, no outside assistance. Course out and home to be identical (A., xiii, 1456)	L.N.	
Bader-Kahn ...	2,500 fr.	1st to alight on the terrace at their Boulevard Hausmann establishment. Aeroplane or airship (A., xiii, 1456)		

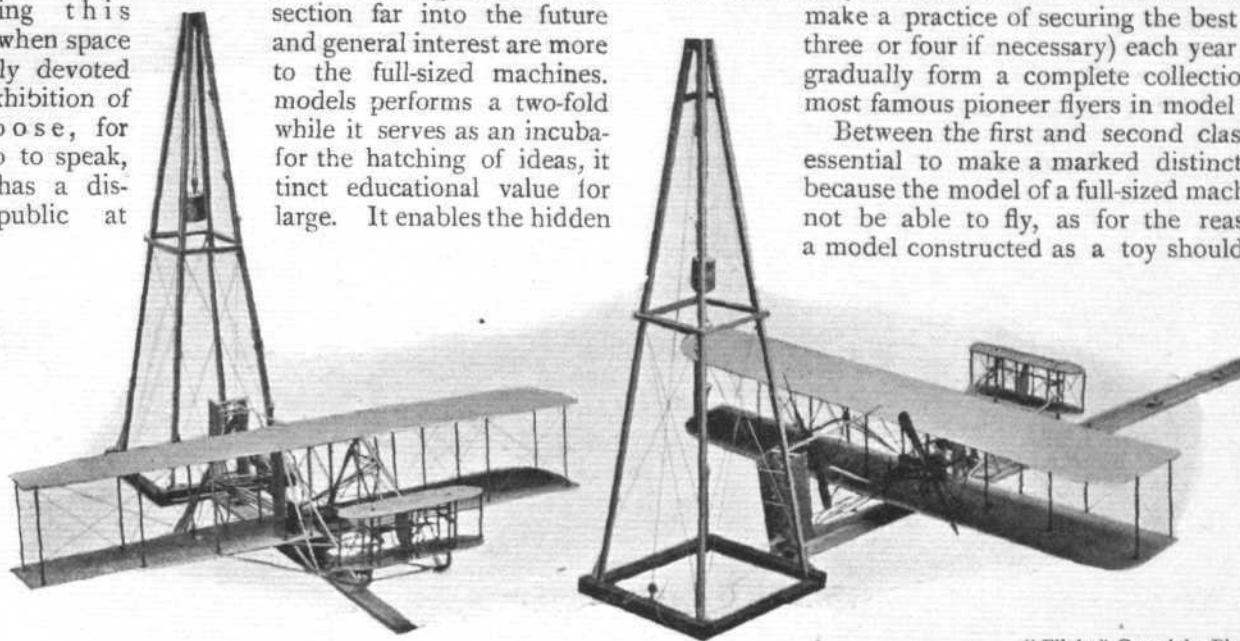
## MODEL FLYERS AND SOME OBSERVATIONS ON THOSE SHOWN AT OLYMPIA.

VERY popular with the large section of the public who visited Olympia were the models exhibited under the auspices of the Aero-Club League, which fact gives cause for consideration whether it may not be always worth while fostering this even when space entirely devoted. An exhibition of purpose, for tor, so to speak, also has a dis- the public at

section far into the future and general interest are more to the full-sized machines. models performs a two-fold while it serves as an incubator for the hatching of ideas, it tinct educational value for large. It enables the hidden

practical aviation in a mild form to the lay mind, and the third to build up a museum of flight history. These latter models would gain interest with time, and, assuming it to be feasible, we should like to see the Aero Club make a practice of securing the best (or even three or four if necessary) each year so as to gradually form a complete collection of the most famous pioneer flyers in model form.

Between the first and second classes it is essential to make a marked distinction, not because the model of a full-sized machine may not be able to fly, as for the reason that a model constructed as a toy should be able



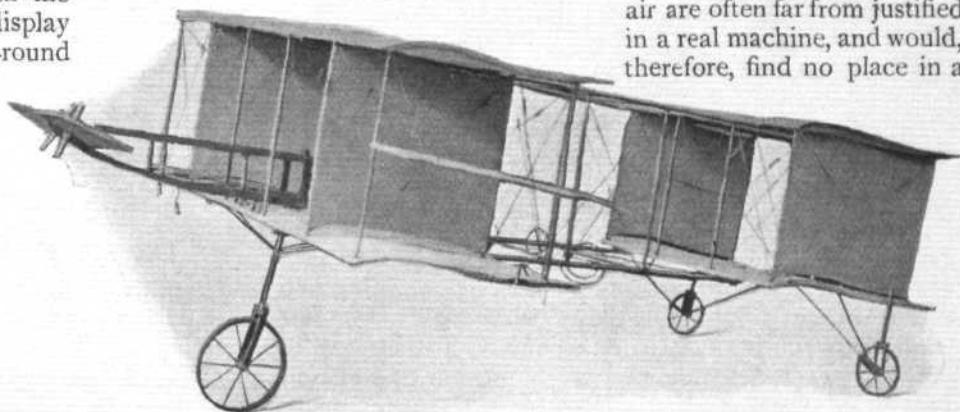
The most interesting model at the Show was that of the Wright Flyer, of which the above illustration shows two views. The model, which was constructed by Messrs. T. W. K. Clarke, also included the starting apparatus.

genius to uncover its light in the presence of the man of commerce, and it encourages the world to take a broader view of flight by affording an opportunity for the study of the embryonic state of flyers which may or may not ultimately be fledged.

But if models are to form a lasting feature of aero shows in the future, the exhibitors in this section must make up their minds to move with the times, and to afford a collective display which attains to a far higher all-round standard than was achieved by the models on view at Olympia this year. It was not so much that the workmanship was poor—and even on this score only two or three could be styled high-class—as that the designs showed such a marked lack of real cleverness. The models were of all shapes and sizes, it is true, but when stripped of their fantastic trappings so few presented any evidence of having been logically thought out that it was often difficult to see the real purpose for which they had been put before the public.

There are, broadly speaking, three categories in which models may be classed. The first and most important contains models representing new ideas in flight, the second is that wherein the models themselves can fly, and the third forms an exhibition of craftsmanship displayed in the small scale copying of past and present machines. Each section has its own useful purpose; the first to encourage invention; the second to introduce

to fly a great deal better under the restricted conditions in which such devices would properly be used. There is not the same need for elaborate detail on a toy that there is, for instance, on a model representing a special system of flexible planes for facilitating the control of a man-carrying flyer in flight. Moreover, the devices which are successful as a means of maintaining automatic stability in a toy while flying in still air are often far from justified in a real machine, and would, therefore, find no place in a



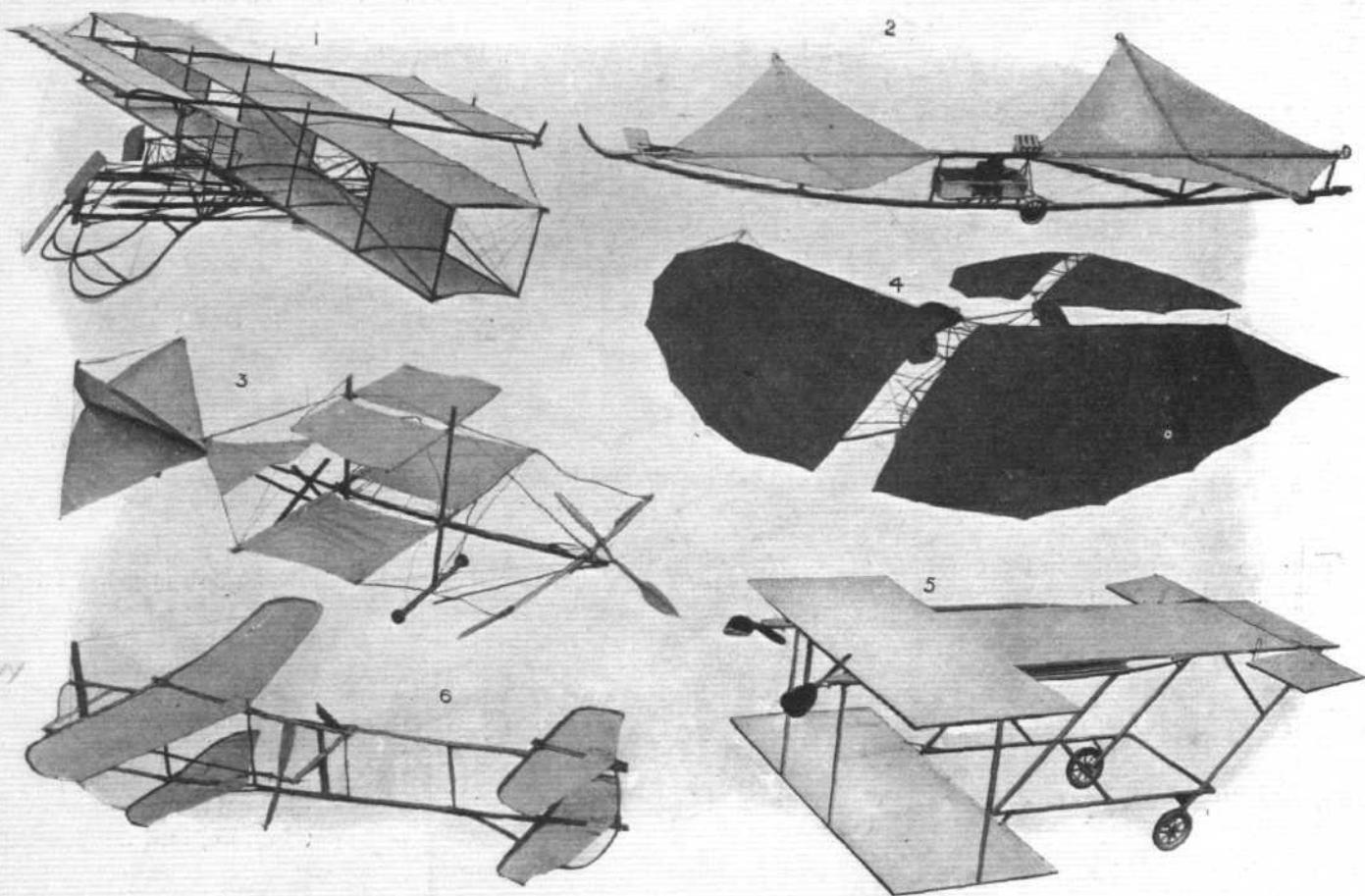
The largest model was that exhibited by Mr. J. D. M. Tinline. It was fitted with an actual petrol engine.

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model of such. Models in the first-mentioned category, too, should, as far as possible, be complete in detail and to scale in their parts, whereas toys must essentially be made to withstand a certain amount of knocking about at the hands of those who play with them.

Of the exhibits at Olympia it is difficult to say much in individual praise. The category containing those

models which, for lack of any evidence to the contrary, were presumably intended to represent their designers' ideas of a full-sized machine, was distinctly devoid of real originality. Many exhibitors seem to have overlooked the fact that it is no longer a matter for conjecture as to whether an aeroplane can be made to fly and that it is, therefore, no longer sufficient that a model of this type should crudely suggest an arrangement of surfaces in biplane or triplane form. Many of the exhibits, as, for instance, those which represented aeroplane surfaces placed with their greater dimension fore and aft, were directly opposed to accepted theory, while others less fundamentally at variance were still more vague in their expression of definite purpose. Obviously those who

appearance of substantial construction. The Orleans Co., too, brought over a number of the toy flyers which have been very successful in France, and Mr. E. W. Twining showed a beautifully made little toy biplane of the Wright type, but without a rudder. It was Messrs. T. W. K. Clarke's exhibit of the Wright flyer complete with its starting apparatus that constituted the most important and praiseworthy model in that category which included the copies of known machines, wherein special mention must also be made of a copy of the Henson-Stringfellow model in the South Kensington Museum which the Aero Club themselves had constructed by Short Brothers. Of this, and of the other devices, we now give the following more specific particulars:—



"Flight" Copyright Photo.

1. Piffard. 2. Howard. 3. Shapland. 4. Deixler. 5. Taylor. 6. Senecal.

exhibit model flyers of the aeroplane class must at least have a logical scientific reason for the disposition of their planes in an unorthodox way, while those who are content to accept modern machines as a basis may be equally accepted to show some improvement in detail. It is as an example of this latter aspect that the model exhibited by Mr. J. D. M. Tinline stands out pre-eminently, for therein a definite idea concerned with automatic control is given concrete expression. Lifting machines proved a fascination for some exhibitors, and one particularly extraordinary piece of mechanism belonging to this class was the so-called "fan-shutter," exhibited by Mr. W. Mark.

Among the toys, that is to say, the models which were fitted with elastic or clockwork propulsion, for actual flight, there was a higher degree of workmanship, the flyers constructed by Messrs. T. W. K. Clarke and those exhibited by Mr. Montford Kay having at least a pleasing

#### DESCRIPTIONS OF THE MODELS.

**Bahle.**—Biplane having arched surfaces making dihedral angles in pairs at the centre and at the extremities.

**Batchelor.**—Unfinished model of a helicopter, representing the use of lifting screws in conjunction with a circular aeroplane, the latter being designed to increase the efficiency of the lifting screws, and also to enable the machine to glide.

**Blackburn.**—Large model biplane fitted with vertical rudders between the main planes and a biplane tail at the rear.

**Clarke, T. W. K.**—Models in wood of the Voisin and Wright flyers, the latter including the starting apparatus. The constructive detail of the Wright model is an excellent example of small scale woodwork. There were also shown double monoplane toy flyers fitted with elastic propellers.

**Clarkson.**—Biplane without rudder or elevator but having righting tips on the upper main planes and righting tips to the rigid rear tail. The planes are well cambered, and neatly double-surfaced with glazed cotton.

**Cremona.**—Biplane fitted with twin propellers enclosed in tubes between the planes. Each tube carries a rudder behind and an elevator in front.

**Dalton, Major.**—Double monoplane fitted with surfaces which are very nearly as long as they are wide. The rear plane is arched on top and flat beneath. Deep keels are fitted beneath each plane and the frame is mounted on floats.

**De Brandt.**—Helicopter aeroplane, also fitted with a propeller. The aeroplane surface is flat and circular in shape, the lifting screw being in the centre.

**Deixler.**—Monoplane of bat's wing shape constructed

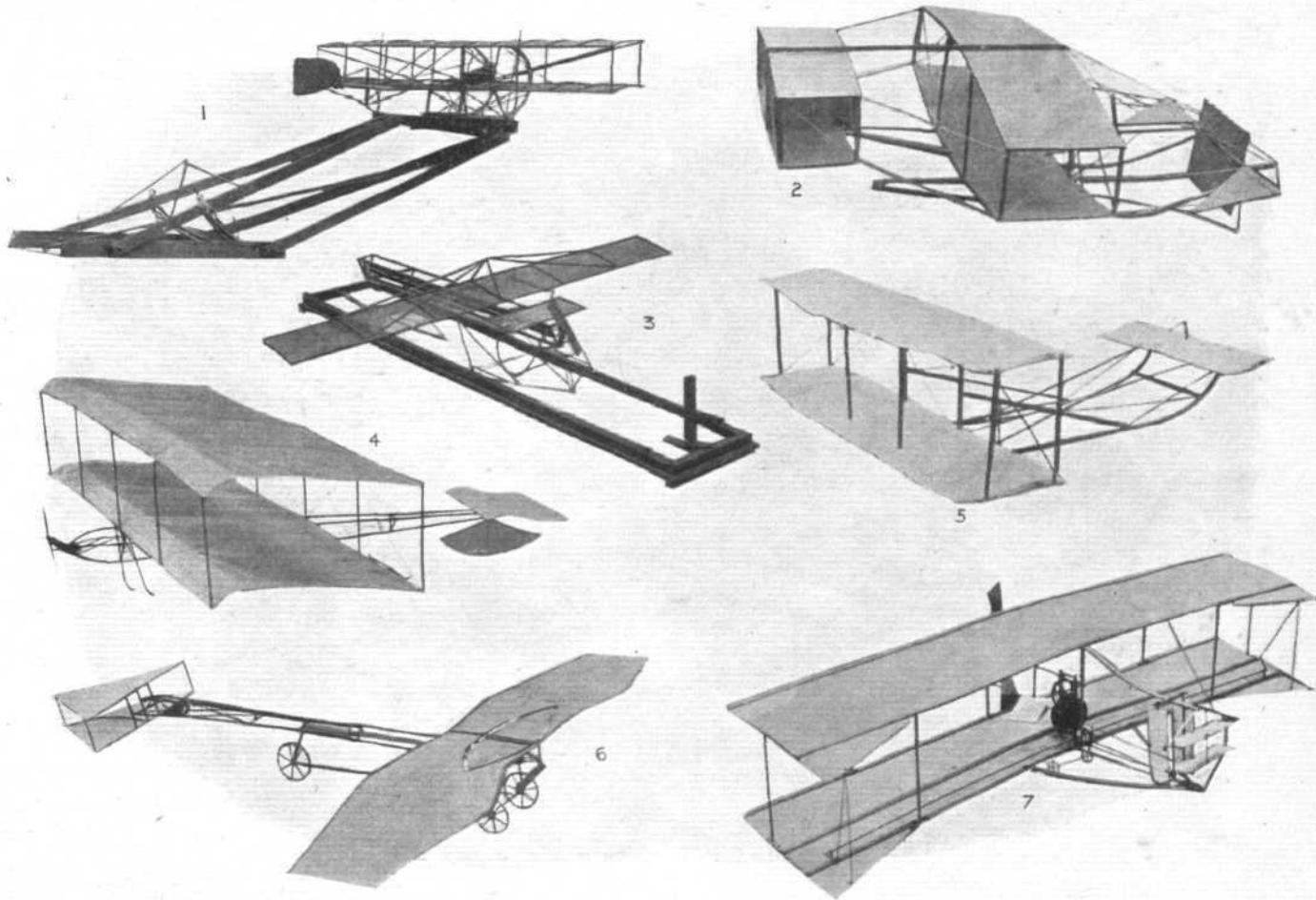
aft frames supporting narrow transverse planes, all of which are arched convex to the ground. At each corner the frames carry hinged triangular planes.

**Hatfield.**—Biplane with arched surfaces concave to each other. The tail is similarly arranged.

**Hollidge.**—Biplane illustrating the use of a ski for its support when on the ground. The planes are double surfaced, and stayed internally with diagonal wires.

**Howard.**—Double dihedral monoplane, each plane being fitted with a triangular keel and the whole mounted on a simple longitudinal frame.

**Kay.**—Collective display of working model dihedral double monoplanes. The construction is mainly remarkable for its simplicity and strength. The planes are cambered, but the front and rear edges are on the same level, being attached to fore and aft spars running the full length of the model.



"Flight" Copyright Photo.

MODELS AT OLYMPIA.

1. Pointer. 2. Hatfield. 3. Pointer. 4. Francis. 5. Powell. 6. Maxfield. 7. Lambert and Bowden.

of steel wire and having a large monoplane elevator mounted on an outrigger framework in front of the main wings. Twin screws are placed between the elevator and the main wings.

**Donovan.**—Helicopter aeroplane fitted with twin lifting screws and a circular aeroplane surface.

**Foster.**—Biplane with supplementary righting planes between the main planes. The upper main plane is sharply arched in the centre.

**Francis.**—Biplane with stern rudder and elevator. Its construction is also interesting as an example of the use of umbrella wire for the framework and glazed calico for the surface.

**Halliday.**—Model illustrating two superposed fore and

**Lambert and Bowden.**—Biplane with arched planes supported by tubular brass struts. The elevator and rudder are carried close together on an outrigger framework behind. Hinged righting tips are fitted between the main planes.

**Letourneur.**—Monoplane with wings rigidly attached to a large longitudinal box girder, which is itself provided with supporting surfaces at intervals. The machine is driven by a clockwork tractor-screw in front, and the idea is apparently to utilise the box girder as a channel to receive the draught from the propellers. Hinged triangular wings are fitted to give lateral stability, and rudders are placed above and below a fan-shaped triplane tail at the rear.



MODELS AT OLYMPIA.

"Flight" Copyright Photo.

1. McKee. 2. Letourneur. 3. Peache. 4. Phillips and Walters. 5. Halliday. 6. Cremona. 7. Clarkson. 8. Major Dalton. 9. Bahle. 10. Smith. 11. Twining. 12. Hollidge. 13. Foster.

**McKee.**—Double monoplane having the surfaces lying obliquely so as to avoid interference between their cutting edges.

**Mark.**—Lifter consisting of a set of roller blinds so arranged that as each blind surface unrolls it beats downwards upon the air and then rolls up again.

**Maxfield.**—Monoplane fitted with righting planes inset in the main wings. The model is also peculiar on account of the relatively great length which separates the wings from the triangular tail.

**Motor Supply Co.**—Model of the Voisin flyer used by Henry Farman, neatly constructed, and mainly interesting on account of the manner in which the ribs in the surfaces have been copied.

**Orleans Co.**—Toy flyers from France constructed as biplanes and helicopters and fitted with elastic "motors."

**Peache.**—Triple monoplane, fitted with a fore and aft keel for lateral stability. There is a tail and rudder at the rear.

**Senecal.**—Biplane having the lower surface much smaller than the upper surface. Also a model helicopter fitted with fore and aft propellers for longitudinal propulsion.

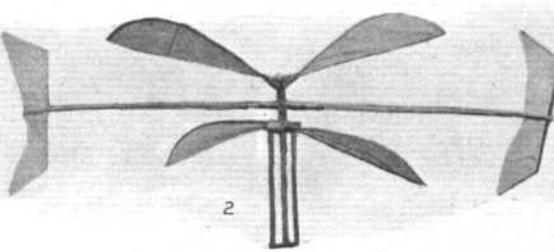
**Shapland.**—Miscellaneous collection of models, constructed of bamboo and wire, among them being a flapping wing machine fitted with three pairs of wings connected with crank mechanism, so that the downward strokes of each pair occur at intervals. Another model represents a biplane with a cross tail.

**Smith, F. S.**—Biplane with arched main surfaces terminating in box-kite extremities which contain righting planes. A biplane elevator is mounted in front and a biplane tail behind. Arched horizontal planes are fitted between the vertical planes of the tail.

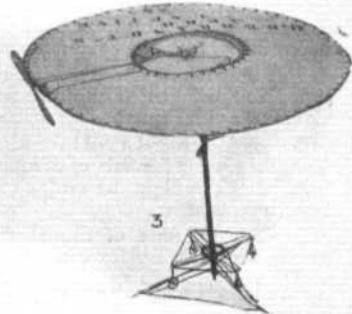
**Taylor, R. W.**—Biplane fitted with a fore and aft monoplane surface extending in front of the upper deck. The exhibit was mainly interesting for the artistic manner in which it was displayed.



1. Batchelor.



2. Senecal.



3. De Brandt.

"Flight" Copyright Photo.

#### A GROUP OF HELICOPTERS.

**Phillips and Walters.**—Miniature working model of Wright flyer, fitted with electric motor worked off a separate 4-volt battery. The model is designed to fly at the end of the flexible cable which supplies the current. It was shown in action at Olympia. Another model represents a biplane with front elevator and no tail.

**Piffard.**—Collective display of working model biplanes with horizontal tail and forward horizontal plane. The models are constructed to fly, and have two elastic "motors" which are geared on to the same tractor-screw. The models are fitted with a forward rudder for direction, and have an elevator over the pilot's platform.

**Pointer.**—Collective exhibit of biplanes and monoplanes. In one case celluloid is used for the supporting surfaces, but only one side of the framework is thus covered, which leaves the ribs projecting on the top side.

**Powell.**—Biplane fitted with an elevator but no rudder. The surfaces are double curved.



**Tinline, J. D. M.**—Large working model of a biplane constructed on the Voisin principle, but having as a feature peculiar to itself small planes attached to the outside struts midway between the main planes. The rear corners of these small planes can be flexed for righting purposes, and a pendulum weight is fitted above the engine so that this can be carried out automatically or by hand. The model is on a much larger scale than any of the others, and is both strongly made and well finished; it is fitted with a twin cylinder petrol engine. The main planes have been given a double curvature, as also has the tail, but the righting planes are flat.

**Twining.**—Biplane with monoplane elevator in front, but no rudder. The model is designed to fly by the aid of twin propellers driven by elastic.

**Webb.**—Collective exhibit of working model monoplanes, consisting of simple flat bat-shaped wings, mounted rigidly on a longitudinal spar carrying an elastic-driven propeller.



#### LECTURES ON FLIGHT—AN OFFER

IT is impossible to overestimate the value of popular instruction in aeronautics, even if only because it stimulates a healthy interest in the idea of human flight as a practicable achievement. Hence, it is with great pleasure that we see well-qualified lecturers coming to the front in various districts to enlighten the general public upon the main principles of aviation. Two lectures of this character are being given at Streatham during the next week or so by Mr. V. E. Johnson, M.A., who is not only head-master of the Boys' High School there, but has been an ardent student of aeronautics for many years,

one this evening (Saturday) at 8 p.m. being on "Flying and Flying Machines," while the second is at 3 p.m. next Friday on "How to Make a Model Aeroplane and Airship." Writing to us about these lectures, Mr. Johnson expresses his willingness to do everything in his power to advance the science of flight. Provided that his other duties do not prevent it, he would be quite prepared to repeat either or both these lectures, free of all charge, to any *bona fide* educational or mutual improvement institution that might desire to hear them within reasonable distance of London.

## NEWS OF THE WEEK.

## "Daily Mail" £1,000 Prize.

ONCE more our contemporary, the *Daily Mail*, has come forward to encourage flight by another generous offer of a valuable prize, and this time it is not something which *may* be won in the future on some problematical occasion, but is a prize which *can* be secured just as soon as an Englishman can get a British-built machine, capable of flying, put together. The conditions are of the simplest possible kind, and are all well within the scope of the performances achieved in France; the great point about them is, however, that the whole construction must be British. The prize is £1,000, and remains open for 12 months from April 7th. The distance to be flown is 1 mile. The conditions, as summarised by the *Daily Mail*, are as follows:—

1. That the motor, planes, propellers, and all other parts be entirely of British manufacture.
2. That the inventor and the aeroplanist be British subjects, and by British subjects naturally those of the British Colonies are included.
3. That the flight shall take place within the British Isles, and be approved by officials of the recognised aviation organisation.
4. That the flight be either circular, or to some point and back, involving turning.
5. That no part of the machine shall touch the ground during flight.

## Wright's Preparations in Rome.

EVERYTHING was to all intents and purposes in readiness for Wilbur Wright to commence his flights at Centocelle this week, but the trials will in all probability not take place until King Victor Emanuel's return to Rome. His Majesty, as we announced last week, has already given an audience to Wilbur Wright, and the military attaches of the Diplomatic Corps have been taking an immense interest in the preparations which have since been going forward. There is no doubt that all Rome is anxiously waiting to see Wright in the air.

## Tissandier Carries a Pupil.

ALTHOUGH barely out of the nest themselves, the original Wright pupils are already beginning to fulfil their purpose of transmitting the art they have acquired from the master hand to pupils of their own. René Gasnier is the first of the new apprentices, and on Saturday, April 10th, made his initial voyage in charge of M. Paul Tissandier. The flight, although not of long duration, was very satisfactorily executed, and comprised a complete circuit of the Pau aerodrome. This flight in itself constitutes a new record, for it is the first occasion on which a pupil has made a flight with a passenger.

On Monday last M. Tissandier carried Colonel Vives, an official representative of the Spanish Government, as passenger during a 5 minutes flight.

## Demanest Wins a Prize on "Antoinette V."

AFTER a short but brilliant series of trials which have hardly exceeded a total of five in number, M. Demanest succeeded in winning, on April 9th, the last of the French Aero Club's 250-metre prizes. Henry Farman officially observed the attempt. So far "Antoinette V" must be regarded as being a fortunate flyer, for it has always behaved very satisfactorily, and has required comparatively little alteration. Recently it was fitted with a new radiator to work in conjunction with its 50-h.p. Antoinette engine, and another interesting detail in its construction is that its planes are surfaced with Michelin fabric.

## "Antoinette IV" at Work.

MR. HUBERT LATHAM, who is using "Antoinette IV" until his own machine is ready, is again making satisfactory progress after his slight accident which we recorded in our issue of April 3rd. Just before Easter he succeeded in flying about half a kilometre.

## The Norton Griffiths Aeroplane Challenge Trophy.

THIS work of art, of which we give a photograph on this page, has been presented to the Aero Club by Mr. J. Norton Griffiths, F.G.S., in perpetuity, for the longest distance flown each year. The trophy is in the form of an allegorical representation of an ancient galley, winged, emblematical of flying, having an owl sitting on the prow, illustrative of knowledge. Upon the stern appears the Globe with a finely-modelled figure of Mercury, symbolical of progress. The whole is on a square base with four pairs of wings, one at each corner, representing the cardinal winds.

This work, which is in solid silver, has been designed and manufactured by the Goldsmiths' and Silversmiths' Co., Ltd., of Regent Street.

## Ae.C.F. Aviation Committee.

THE election of the Aviation Committee of the Aero Club of France has resulted in placing M. Soreau once more in the Chair, with MM. Bleriot and Esnault-Pelterie as Vice-Presidents. Major Ferrus, Capt. Ferber and M. Zens are Honorary Secretaries.

## The Next Paris Aero Show.

AT their last Committee meeting under the chairmanship of M. Esnault-Pelterie, the Association des Industriels de la Locomotion Aerienne finally decided upon the general lines of the next Paris Aero Show, which, as we have announced, is to take place from September 18th to October 8th this year.



The Norton Griffiths Aeroplane Challenge Trophy.

**Santos Dumont's Cross-Country Flight.**

SANTOS DUMONT has performed a bold, not to say hazardous feat with his "Demoiselle," that little pocket monoplane with which, as our readers know, he has for some few weeks past been making experiments. While practising at Saint Cyr on Thursday, April 8th, he commenced a flight which extended for a distance of about 2·5 kiloms., during the course of which he flew at a height of about 60 to 70 feet and cleared several hedges and telegraph wires. In the end, too, he only came down in order to avoid the danger of dropping in a large pond which he might at that stage of the journey have been unable to fly across had he continued aloft.

This achievement is, in some ways, one of the most interesting which has yet been accomplished by any aviator apart from Wilbur Wright, and it can hardly fail to arouse a still greater interest in one-seated monoplanes as a popular type of flying machine. Many would-be pilots, like Santos Dumont himself, regard the full-sized biplane of the present day as an unattractive conveyance, and it was solely because Santos Dumont did not find sufficient fascination in trying to fly with such an apparatus that he decided to see what could be done on a smaller scale. It is not generally remembered that his "Demoiselle," in its earliest form, was constructed in 1907, at which time Henry Farman was beginning to come to the fore. One or more short flights of 40 or 50 yards or so were then accomplished with it, but the machine was not completely satisfactory, and other interests intervening (the hydroplane wager for instance) distracted the inventor's attention from flight for the time being, and his little machine was allowed to remain in its shed. Since those days he has altered it somewhat, and, as his trials show, the modifications have been to some purpose. The main wings have a span of about 17 ft., and the machine over all is about 19 ft. 8 ins. long. In running order it only weighs about 250 lb. The main wings make a slight dihedral angle, and in the corner thus formed is placed the twin-cylinder Dutheil-Chalmers engine which drives the two-bladed tractor screw. At the rear is a cross tail which can be used for elevation and steering.

**The "Bleriot" and "Rep" at Buc.**

SATISFACTORY progress continues to be made at Buc with the two monoplanes "Rep II" and "Bleriot XI." M. Guffroy is piloting the former, while M. Bleriot himself has been at the wheel of his own machine. Nothing of a very startling nature has taken place, but the progress which is being made may soon lead to more important results. M. Bleriot had a small mishap on Monday of last week, but as usual escaped unhurt, and M. Guffroy was also caught by a gust of wind which brought his machine into more or less violent contact with the ground, but he, too, was in no way damaged.

**Mishap to a Student Pilot.**

ALREADY the blessing which the Archbishop of Paris has uttered over the flyers which are used at Juvisy may be said to have had a good effect, for M. Longuepin, who was making his first trial flight on Good Friday, certainly had a miraculous escape from injury. He had ascended to an altitude of about 15 metres (49 ft.) when the machine tilted a little, and being unable to regain control, he and his flyer came crashing to earth. Both main planes and practically the whole of the framework, with the exception of the tail, were very badly smashed up, but remarkable to relate, the pilot himself was uninjured.

On the previous day some other students in charge of Captain Ferber had successfully achieved several short flights.

**Doings at Pau.**

QUITE a large number of well-known aeronauts are now quartered at Pau. M. Leon Delagrange has commenced his course of instruction with the Wright machine under Count de Lambert, and M. Alfred Leblanc will shortly be taking lessons from M. Tissandier.

One of M. Bleriot's aeroplanes has arrived at Pont Long, and is now being erected, while several of the new Wright machines are expected shortly for delivery to M. Delagrange and others. M. Kapferer is also at Pau, and on Tuesday he made an ascent in the balloon "Bearn," his passengers being MM. Sallenave and Belin.

The Ae.C. de Bearn, of which M. Tissandier is President, is forging ahead very rapidly. It already has 200 members, has acquired a balloon, and is organising several aviation contests to be held at the aerodrome at Pont Long.

**Villars Aeroplane.**

VERY shortly, trials are to be made at the camp at Ger with a new aeroplane, which rises without the aid of a pylon, designed by M. Villars, an engineer.

**Lenning Aeroplane.**

A NEW American machine will be tried during the next few days upon the Hudson river. It is the invention of the President of the Columbia University Aero Club, Mr. G. C. Lenning, and follows very much the lines of the Wright flyer. The framework will be entirely of bamboo, the wings will have a spread of 25 ft., while the machine will be 6 ft. high. To enable the apparatus to be tried over the water, it will be mounted on a special pontoon.

**Flying in Texas.**

MR. P. A. NEWMAN, of Brownville, Texas, has been experimenting for some time with an aeroplane, which is similar to that of the Wright Brothers. It is reported that on March 23rd he succeeded in flying for twelve miles over a prairie at a height of 150 feet. He appeared to have perfect control of the machine, and was able to steer it easily.

**The "Scientific American" Trophy.**

ALTHOUGH the "Silver Dart" made a flight on March 18th which was longer than the 25 kilom. prescribed by the regulations of the *Scientific American* Trophy, we understand that the statement made in our issue of March 27th, that the trophy had been awarded to Mr. McCurdy, was incorrect. The flight was not witnessed by an official representative of the Aero Club of America, and the prize, therefore, still remains to be won.

**A Working Agreement. Between the A.C.A. and the Ae.C.A.**

AN agreement has been come to between the Aero Club of America and the Automobile Club of America, by which the former organisation will be recognised in future as the aviation section of the latter body. Both clubs will preserve their identity, and the two bodies agree to work together in unison for the promotion of the science of aviation in all respects. Both will retain their foreign affiliations and relations, and have agreed to support each other in them.

## Aeroplane Factory at Yarmouth.

At their meeting on Tuesday, the Corporation of "Bloateropolis" had before them an application from the London Aeroplane and Aerial Navigation Co., Ltd., asking for a site for a factory, and similar support to that promised to Messrs. Farman some time ago, to whom several hundred pounds were offered if they fulfilled certain conditions. Although it was decided that no grant of money could be made, the matter was referred to a committee.

## Salisbury Plain as an Aerodrome.

SALISBURY PLAIN has often been spoken of as a favourable spot for flight trials, and the War Office, in whose charge it is, have now consented to private experiments being conducted there subject, of course, to certain essential conditions being observed. The site allotted lies off the Parkway Road and is within a mile of Amesbury Station, and the first aviator to avail himself of the facilities is a member of the Aero Club. In all probability the British Army aeroplane will be transferred to the Plain from Aldershot.

## A Sign of the Times.

TRULY the spirit of aviation is making rapid headway in the country—and in a manner which is not merely the exaggerated craze of the moment. Well, too, is the British Press performing its educational work in preparing the way for the new era, in remarkable contrast to the early days of motor cars. What, for example, could be better calculated to break down the old cynicism of the people than such expressions and prognostications as found a place in the *Evening News* leader of last Monday. Speaking of holiday times old and new, a sharp comparison is drawn between "the cramped lives and restricted pleasures of our grandfathers" and the "wonderful thing a holiday is to-day" with its "scurrying to and fro." And then the writer goes on to say:—



At Napoule, near Cannes, a number of new aerodocks have been erected by the Compagnie l'Aigle to accommodate aviators' machines who have promised to practise there this month. On the left are three docks respectively for the Wright flyers of M. Tissander, Count Lambert, and a spare machine, the end shed being a workshop. In the foreground is a very well-known and much-appreciated British product, a 6-cyl. Rolls-Royce car.

Is it not, therefore, quite within the bounds of possibility, at any rate during such weather as we have enjoyed during the past week, that the holiday tripper of the future will journey very largely by aeroplane and will fly gaily across the Channel or to some distant part of the British Isles at the speed of an express train, commanding at every stage of the journey the most wonderful views of the country and studying geography in a most pleasant yet practical fashion?

What was looked upon as a flight of fancy has developed into the actual flight of human beings, and what seems a ridiculous enough notion of flying trips for the general public may in comparatively few years seem commonplace enough.

Then, it may be, we shall reach a stage when the weather will have no terrors for us, for we shall be able to soar far above the clouds and watch the process of the watering of the earth with supreme unconcern.

## Funds for the Aerial League.

SOME very handsome gifts have been made to the Aerial League since their important conference at the Mansion House, which we recorded last week. Mr. Patrick Alexander has sent a cheque for £1,000 to be devoted more particularly to colonial propaganda, and Mr. W. H. Lever, M.P., has made a donation of £500 towards the General Purposes Fund. A sum of 100 guineas has also been received from Mr. Walter Scarborough, Upper Warden of the Mercers' Company.

In regard to the suggestion that the League should present an airship to the Government, Mr. Stephen Marples, the Secretary of the League, has expressed his opinion that to spend a matter of £50,000 on such an object would be in the nature of a speculative investment until the public at large were sufficiently aroused to the importance of the movement in general to ensure their proper support in a manner comparable with the generous action of the Germans towards their own national Aerial League.

## An East Essex Airship Station.

ACCORDING to the *East Essex Advertiser*, one of the most suitable spots for establishing a Government airship station is at Clacton. Several aerodocks must, so they say, be erected by the Government within a short time. What more fitting, then, that one of these should be erected near Clacton-on-Sea. For purposes of observation, with the important port of Harwich within signalling distance, and the military station of Colchester almost within hail, the neighbourhood seems ideal for an aerial station.

By way of justifying the suggestion our contemporary sees such possibilities in the fact that a number of military officers have been holding a staff-ride in and about Clacton during the week before last with headquarters at the Grand Hotel. Three gentleman of military bearing, with plans and instruments, were noticed at four different points within a few miles of Clacton three weeks ago, inspecting, measuring, and making notes. Were they engaged in selecting possible aerial machine stations? is the query of the *East Essex Advertiser*. What the establishment of such a station might mean to this seaside resort may be faintly gathered from the final editorial opinion that it would run St. Osyth Priory very hard as a popular attraction. Hence, no doubt, the appeal to Mr. Levy Lever, M.P. for the district, to keep the official eye focussed on the project.

**"Zeppelin I" Aloft All Night.**

WHAT is reported as a secret military flight was successfully carried out by the Zeppelin airship early last week, when it remained in the air all night, and completed a return voyage of over thirteen hours' duration. Exactly what happened is, of course, unknown, but the movement was evidently attended with considerable success. The start took place at 10 o'clock from Friedrichshafen on Tuesday evening, April 6th, and the airship did not return to its shed until eleven o'clock the next morning, an altogether very creditable performance for "His Majesty's Airship 'Zeppelin I.'"

It is improbable that any further trials will be made until the airship is taken to its permanent head-quarters at Metz.

As the exact duration of this latest flight was 13h. 20m., it constitutes an improvement of 11 minutes upon that established by the Gross airship on September 12th, 1908. It also appears that a 24 hours' flight would have been undertaken but for some slight mishap which made an immediate return advisable after the duration already mentioned had expired.

**"Zeppelin" to visit Austria.**

AFTER the "Zeppelin" makes its projected visit to Berlin, it is probable that her next long-distance trip will be over Austrian territory, in order that her powers may be demonstrated before the Emperor Francis Joseph. Extensive experiments with dirigibles are being made by the Archduke Ferdinand at the aviation ground at Linz, not far from Vienna.

**"Zeppelin II" nearly Ready.**

S.M.S. "ZEPPELIN II" is now nearly ready for delivery. Available particulars regarding her give the envelope as 446 ft. in length and 42 $\frac{1}{2}$  ft. in diameter, with a capacity of 530,000 cub. ft. It will contain 17 balloonettes, and one of them will be covered with goldbeater's skin, while it is reported that the rest will be covered with lacquered cotton. The cost of filling the vessel with hydrogen gas will amount to about £75. In order to try and do away with the whirring noise which is a noticeable feature on the old airship, the new one will be fitted with two-bladed propellers instead of three-bladed ones.

**Germany's Aerial Port.**

COLOGNE has been selected as a site for one of the great German airship stations, and it is reported that



## AERO CLUB OF THE UNITED KINGDOM. OFFICIAL NOTICES TO MEMBERS.

**Lecture by Mr. F. W. Lanchester.**

Mr. F. W. Lanchester will deliver a lecture entitled "The Dynamics of Flight" at the Institution of Civil Engineers, Great George Street, S.W., on Wednesday, the 28th inst., at 8 o'clock, before the members of the Incorporated Institute of Automobile Engineers. An invitation has been extended to the members of the Aero Club by the Institute of Automobile Engineers to attend the lecture. Members desiring tickets are requested to make application to the Secretary of the Aero Club.

**War Office and the Aero Club.**

Mr. V. Ker-Seymer and the Secretary, representing the Aero Club, attended at the War Office on Wednesday last, before a Special Committee dealing with the question of the use of Government grounds for flying.

the next Zeppelin, together with a Gross and a Parseval airship, will shortly be quartered there. At Leichlingen, in the Rhineland, there will be erected a huge dock for emergency purposes. All being well, "Zeppelin II" will visit the Frankfort Exhibition during September *en route* for Cologne.

**Aerial Passenger Service.**

AGAIN has the subject of inaugurating a passenger service been brought to the fore in Germany, and the rumour that an actual attempt will be made between Dusseldorf and Frankfort-on-Main, which was announced in FLIGHT a little while ago, receives further confirmation. A committee of important manufacturers and bankers has already held a meeting at Dusseldorf for the purpose of investigating the scheme, and it seems that they have been led to support the idea by their expressed conviction that the trials of the "Zeppelin" have demonstrated beyond doubt that such an airship can safely descend on land, even under difficult weather conditions.

**French Government Airship Competition.**

THE competition which, as already announced in FLIGHT, the French Government have decided to hold among selected makers for the supply of military dirigibles, nominally commenced on April 5th, from which date the entrants have four months in which to submit their designs. The first prize will be 5,000 francs, and of course the more or less assured order for an airship. The principal rules of the competition specify a speed of 50 kiloms. an hour, with six passengers averaging 75 kilogs., for a duration of 15 hours. An ascent to an altitude of 2,000 metres must also be possible and the envelope must not exceed 6,500 cubic metres capacity, 90 metres in length, 20 metres in height, and 13 metres in width.

**Certificates for Airship Pilots.**

THE airship committee of the Aero Club of France which decided to issue certificates to airship pilots, has now awarded the first series to Messrs. Capazza, de la Vaulx, Julliot, Kapferer, Renard, Santos Dumont, Juchmes, and Surcouf.

**The Schio Airship.**

COUNT DA SCHIO's airship, "Italia," made a short trial trip on Wednesday, April 7th, which terminated somewhat unsuccessfully, for in making a forced descent a certain amount of damage was done to the framework.

**Shellbeach Flying Ground.**

The levelling of the ground at Shellbeach is proceeding rapidly, and it will be ready for use in the course of a week or so. Special arrangements are being made with the railway company for reduced fares for the members of the Aero Club and the Aero Club League.

In order to facilitate the arrangements, the Committee will be pleased to hear as soon as possible from those members who are building or purchasing flying machines. Full dimensions and approximate date when the machines are to be ready for trials should be given.

HAROLD E. PERRIN, Secretary.

The Aero Club of the United Kingdom,  
166, Piccadilly, W.

## CORRESPONDENCE.

\*\* The name and address of the writer (not necessarily for publication) MUST in all cases accompany letters intended for insertion, or containing queries.

## FLYING MACHINE CRITICISM.

To the Editor of FLIGHT.

SIR,—As I have been asked to finance the construction of a variety of helicopter machine, I was naturally very interested in Mr. E. C. Dwyer's letter in your issue of April 3rd, especially his statement that at least half-a-dozen series of exhaustive experiments have been carried out in recent years on lines other than the aero-plane.

Now it seems to me a great pity that I may spend my money on a machine similar to one that has already been built and proved a failure. The machine, the construction of which I am asked to finance, is the design of a gentleman well known as an authority in the engineering world; but even so, it is generally admitted that "there is nothing new under the sun," and with so many minds running in one direction, there is no saying whose ideas have been anticipated elsewhere. Could not, therefore, Mr. E. C. Dwyer give us further information, or place us in the way of getting further information in respect to the above-mentioned experiments. Thanking him in anticipation,

I remain, yours faithfully,  
EDWARD S. JONES.

To the Editor of FLIGHT.

SIR,—Mr. Dwyer's letter, in your issue of April 3rd, is apt to convey a wrong impression to the minds of your non-technical readers.

With reference to the inventions which "looked very encouraging 'on paper,'" Mr. Dwyer does not mean that they were fully worked out on paper; he really means that a sketch of the idea was shown on paper, and from this an attempt was made to construct the invention, which naturally resulted in failure.

It is this sort of procedure that delays progress when a new industry is being developed. A "wild-cat" scheme is shown in a few sketches backed up by a good deal of talk, and parties with money are interested until the mechanical difficulties are reached, and the result is that really good inventions are neglected. The failures, of course, not being properly developed, come on the field first, and when the good ideas, fully worked out, make their appearance, they cannot find support; the financiers, having been bitten, are shy.

It is not at all necessary to build a full-sized machine to find out the mechanical difficulties. It is "on paper" that the mechanical difficulties ought to be, and are discovered, if the proper method is adopted for the consideration of the invention.

I have seen no less than five inventions for flying machines which looked very encouraging on paper, I should say *one sheet of paper*, but when that sheet was extended to four, and several sheets of foolscap were used for calculations, the mechanical difficulties became apparent. These, with other problems which then revealed themselves, proved the invention to be unworkable, although it looked quite feasible when first presented in a few sketches on a sheet of paper.

If engineering schemes are embarked upon without all the details having been fully gone into, and the design worked out and considered over and over again "on paper," it is only to be expected to have difficulties met with during construction.

Yours faithfully,  
D. ROSS KENNEDY.

Glasgow.

## AUTOMATIC STABILITY.

To the Editor of FLIGHT.

SIR,—I notice in your issue of April 10th, a report of a lecture delivered by Professor G. H. Bryan, at the Royal Institution, dealing with the stability of aeroplanes. If Professor Bryan cares to communicate with me, I shall be pleased to show him a model of an aeroplane which I have been able to produce after long and continued experiments, which possesses both lateral and longitudinal automatic stability without the aid of gyrostats, movable planes, or like complications.

Yours faithfully,  
G. P. SMITH.

## AERONAUTICAL INSTITUTE AND CLUB.

To the Editor of FLIGHT.

SIR,—Many will be pleased at the announcement made by Mr. Senecal, in FLIGHT, April 10th, that the Aeronautical Institute

and Club are going to restart their useful gatherings of members for the purpose of reading papers, lectures with models and illustrations, and friendly discussions on things aeronautical, where members meet members whose minds run in the same channel, and are willing to do their best towards solving the problem of the conquest of the air.

Seeing how near its name clashes with that of another club or two, I would suggest that this society modify its name a little. Perhaps "The Institute of Flight" would be a more distinctive and appropriate name. Wishing our vice-president every success in the club's revival,

I remain,  
Yours &c.,  
Lordship Lane.  
R. SHAPLAND.

## THE HOLLANDS PROPELLER.

To the Editor of FLIGHT.

SIR,—I see that my name is mentioned by Mr. E. Wilson (April 3rd) in connection with the Hollands propeller. I have now had an opportunity of seeing the "Hollands," and the seeing has not enchanted me with the idea embodied in it.

The point of greatest mean efficiency in a propeller approximates to the centre of the outer half of the blade, and this being the case, why transfer surface from the outer half to the centre? Why not cut the centre half out altogether, and so be able to utilise and concentrate the lost power of the centre half on the point of greatest mean efficiency, either by increased curve, surface, or speed? I tried the same idea as the "Hollands" some time back, and came to the conclusion that the type of propeller I mention is very much better and more efficient, owing to less disturbance of air in the centre portion of the propeller, and I think that no high efficiency can be attained by the centre portion of *any* propeller, the speed being insufficient to be of any use, which I think is proved by the fact that a small propeller is *never* so efficient as a large propeller.

It has been mentioned before that the "Hollands" has proved efficient on an aeroplane. May I ask where, when, what machine, and what flights were made? I am open to conviction by facts, and shall be pleased to know that a wooden propeller of the type I have illustrated can be beaten by one having full length blades of metal, and shall be further pleased to know that a polished wooden blade can be beaten by any metal blade for strength, lightness, or efficiency, providing the shape in both cases is the same.

Yours very truly,  
MONTFORD KAY.



## NEW COMPANIES REGISTERED.

## Private Company.

**Aero Pioneers, Ltd.**—Capital £2,000, in 1,900 shares of £1 each and 2,000 deferred shares of 1s. each. Manufacturers of and dealers in aeroplanes, flying machines, and balloons, &c.



## PUBLICATIONS RECEIVED.

*Aeronautical Navigation.* By Commander R. A. Newton, R.N. London: Elliott Bros., 36, Leicester Square. Price 6d.



## Aeronautical Patents Published.

## Applied for in 1907.

Published April 22nd, 1909.

28,590 F. CAPONE. Aeroplanes.

## Applied for in 1908.

Published April 15th, 1909.

7,129. F. CAPONE. Aeroplanes.

17,877. F. W. DUFWA. Flying machines.

Published April 22nd, 1909.

10,161. J. KAY. Steadyng balloons, also applicable to airships and the like.

14,327. J. DEIXLER. Flying machines.

18,877. M. KOBER. Rotating propellers for aerial machines.

19,536. C. G. RODECK. Balloon aeroplane.

20,433. A. R. SILVERSTON. Airships.

22,943. K. L. W. GEEST. Airships or flying machines.

24,076. W. AND O. WRIGHT. Flying machines.

27,731. G. BEHRENS. Transportable shed for airships.

## Applied for in 1909.

Published April 22nd, 1909.

676. O. WUPFER. Flying toys.